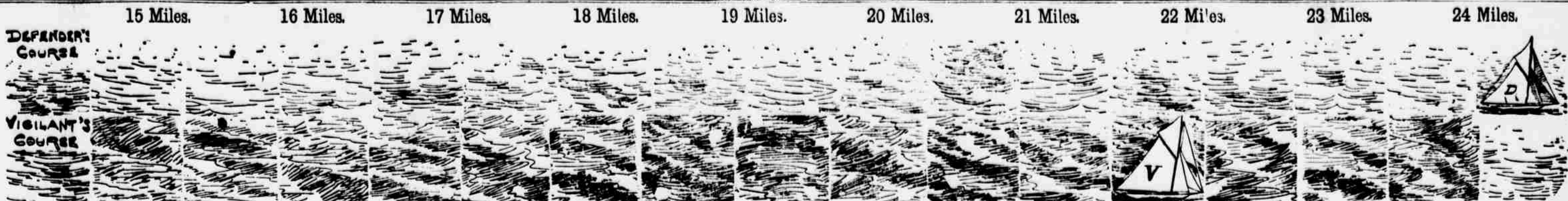


PRICE ONE CENT.

NEW YORK, THURSDAY, AUGUST 20, 1893.

PRICE ONE CENT.

NIGHT
EDITION.BALLOON
IN THE STORM.

Hauled Down and Knocked
About the Beach by
the Wind.
HAS TO BE REPAIRED.

Twenty Men Hang On to Prevent
It Being Blown
Away.

THE ESCAPE VALVE IS OPENED.

Gas Allowed to Escape and the Big
Bag is Saved from
Destruction.

ON THE EARTH AT HIGHLAND BEACH, 3 P. M.

It is black and threatening in the northwest and it is not safe to send "The Evening World" balloon up until it either breaks or blows over.

Prof. Carl E. Myers says he would not take the responsibility of sending a human being into the clouds under such circumstances, and fears that the squall when it breaks will batter his balloon to pieces on the beach.

The balloon was hauled down when Defender disappeared in the mist to the southeast, near the first turning mark, "The Evening World" reporter having been banged around frightfully for three full hours.

It is raining now. Prof. Myers and his assistants are doing everything in their power to make the balloon more secure. Old weather sharks in the vicinity of Highland Beach predict that Defender and Vigilant will get more wind than they will know what to do with before the storm is over.

2:10 P. M.—The rain is coming down in sheets and the crowd is fleeing for shelter.

The balloon is rolling on the sand like a big golden pumpkin and threatens every minute to go to pieces.

Prof. Myers is struggling with the balloon now in an endeavor to get at the valve cord and release the gas.

Highland Beach, 2:35 P. M.

The squall is over and the balloon is saved. At times it looked as if the beautiful golden bag would be rent from crown to throat, but the valve rope was finally pulled and as the gas rushed out through the immense exit at the top the balloon men hastily hooked the sand bags on higher and gradually pulled down and rolled the cloth up.

It was found that the neck of the balloon was badly torn, and Prof. Myers will take the next train for his balloon farm at Frankfort, N. Y., to repair it for use at the next race.

BY WIRE FROM THE SKY.

Graphic Pictures of the Race as Viewed from Midair.
EVENING WORLD BALLOON,
OVER HIGHLAND BEACH.

Aug. 20, 11:21 A. M.

Defender is off ahead of Vigilant. About twenty seconds between them. Defender crossed the line first in the second trial, and is now about 200 feet ahead of Vigilant. Both boats spread their balloon jib topsails to the breeze just as they crossed.

Evening World Balloon, 11:30 A. M.

Defender got her jib topsail set and was the first to haul in her jib. Vigilant's nimble tars soon had her big sail on her and maintained her position.

Evening World Balloon, 11:30 A. M.

Both boats are on the starboard tack and heading to the southeast. The first leg will be a pretty reach if the wind holds from its present quarter, it being a beam wind.

Evening World Balloon, 11:30 A. M.

The Evening World Balloon, 11:30 A. M.

Defender is making the best work of it and has increased her lead slightly. There is nothing ahead of the race except grand old ocean. The few steamboats, steam yachts and sailing craft are in a line astern and do not take up very much room.

The wind remains pretty steady although it is a little gusty at times.

Evening World Balloon, 11:41 A. M.

The wind is very light and the big mainsails are flapping lazily as the ground swell rolls the yachts from side to side. It is freshening. I have got it now and they will get it in a minute.

Evening World Balloon, 11:46 A. M.

Hello. Here is Valkyrie III, just passing Scotland Lightship. Her newly painted black hull is just discernible above the water line. She is carrying the same canvas as the two racers and is going apparently at the same relative speed. Her club-top sail is much larger than Vigilant's and makes her top-hammer look very like Defender at this distance. The racers are clawing their way along. Defender stands up straight, her rival heeling over a trifle even in this light wind.

Evening World Balloon, 11:50 A. M.

The opportunities for reporting and telegraphing to-day are much better than before. The balloon is much steadier. The ingenious device invented by Theo. Mundorf, the optician at 1157 Broadway, for securely holding the field glasses on the head so that they may be used similarly to spectacles, is a great thing. It leaves one hand free and is much steadier than a pair held in the hand. The glasses themselves are of the finest make. Their range and field of view are large, and being made of aluminum make them particularly desirable for use in a balloon. The haze off shore is rather thick, but thus far it does not bother much.

Evening World Balloon, 12:05 P. M.

There is nothing exciting about this race. The two American boats and the English Valkyrie are going along quietly and so slowly that the distance they scarcely seem to be moving. Valkyrie appears to be picking up the two American boats, although her gain is hardly perceptible.

Evening World Balloon, 12:19 P. M.

Valkyrie is certainly doing more than holding on. She is sailing the leg further off shore, but can hardly be said to have the advantage of wind. The Englishman runs along very prettily, and stands up fully as straight as Defender.

Evening World Balloon, 12:21 P. M.

The yachts now have the wind more on the quarter as they approach the first stake. Valkyrie is so far to the westward that it is difficult to tell whether she is gaining on her American cousins, but she is surely not being dropped an inch.

Evening World Balloon, 12:24 P. M.

Valkyrie has put her helm up and headed for the Long Island coast with

DEFENDER.

port tack aboard. Evidently the English yachtsmen are on her after deck.

Evening World Balloon, 12:50 P. M.

Both boats are now getting near the turn. The wind is much stronger about the balloon, and the yachts, too, seem to be getting some of it.

Evening World Balloon, 12:51 P. M.

Defender is nearing the first stake boat, located 8 miles to the southeast of Scotland Lightship.

Evening World Balloon, 12:52 P. M.

The breeze has freshened and is blowing quite strong from the northwest.

Evening World Balloon, 1:15 P. M.

The wind around the balloon has been fierce all day, while the yachts were becalmed out at sea. I am too sick to stay up longer.

Evening World Balloon, 1:20 P. M.

As soon as I recover somewhat I will go up again.

BEFORE THE START.

The Ascension Was Made Easily and on Time.

"EVENING WORLD" BALLOON,
OVER HIGHLAND BEACH.

Aug. 20, 10:45 A. M.

The fourth ascension of "The Evening World's" balloon was made with the greatest ease. When the reporter said, "let her go!" she shot up like a ball from a cannon and made a very rapid and a delightfully easy run of 1,000 feet in the air.

The balloon is standing off and on just in shore from Scotland Lightship. The fleet of excursion steamboats is conspicuous by its absence. Not more than twelve sail of every sort is visible in the group around the Lightship and the two big single masted yachts.

The judges' boat announced by signals that the course to be sailed to-day will be triangular eight miles to a leg. The first leg is to the southeast. The wind is now out of the southwest, with a backing to the westward.

Defender and Vigilant are standing inshore on the starboard tack and are not more than two miles off, directly in line with the Lightship. The morning is most delightful for almost anything except a yacht race. The ocean is like a millpond, scarcely any surf breaking on the beach below me. The wind is quite steady, but is a balloon jibtop sail breeze, with no danger of carrying away even Capt. Haff's port sheeting.

Evening World Balloon, 11 A. M.

Defender is standing off shore on the port tack. Vigilant has followed suit.

Evening World Balloon, 11:05 A. M.

Defender has her starboard tack on board, still heading oceanward. Vigilant is just to the south of her on the port tack.

Evening World Balloon, 11:06 A. M.

The wind has shifted to the west

northwest and has freshened considerably.

Evening World Balloon, 11:12 A. M.

Defender is standing inshore on the starboard tack. Vigilant is heading about north with her port tacks.

Evening World Balloon, 11:13 A. M.

Both boats are carrying the same canvas as on their last race—mainsail, club-top sail and two head-sails, staysail and jib.

Evening World Balloon, 11:14 A. M.

Both fliers are maneuvering around the line.

Evening World Balloon, 11:15 A. M.

They are awaiting the starting gun.

Evening World Balloon, 11:20 A. M.

Both yachts are heading down for the line on the starboard tack and close together.

DUNRAVEN OFF TO HIS YACHT.

Valkyrie III's Owner Starts Early to Board the Challenger.

After passing the night on board the White Star steamship Teutonic, the Earl of Dunraven, who, with his daughters, arrived last night, turned out of his berth at 7 o'clock this morning and called for his daughters, who then made his way to the breakfast table, where he found his daughters, Lady Rachel and Lady Aileen, and his daughter, James E. Watson, already discussing a hearty breakfast.

The Earl expressed a wish to get down the bay and on board his yacht Valkyrie III, as soon as possible.

Shortly after 8 o'clock the tug Pulver with H. M. Laidlaw Kersey on board, led off the White Star tug and a half hour later Lord Dunraven and Mr. Watson trotted down the Teutonic gang-plank and boarded the tug.

The Earl looked as if he anticipated a pleasant day and waived and adieu to his daughters, who remained on the steamship.

The tug steamed down the bay at full speed, it being the intention of Lord Dunraven to reach Valkyrie III before 10 o'clock.

Lady Rachel and Lady Aileen left the steamship at 9 o'clock and were driven to the Hotel Waldorf. It is said that they will leave for Newport late this afternoon.

DEFENDER'S STEEL BOOM.

A Stiff, Light Spar, Saving 2,000 Pounds of Weight.

BRISTOL, R. I., Aug. 20.—The steel boom for Defender was completed yesterday afternoon and was placed on board the large Wasp and at 6 o'clock last evening the Wasp, in tow of a New York tug, started for New Rochelle.

The exact length of the boom is not known, but it is not far from 100 feet long, built of three-eighths inch steel, is eighteen inches in diameter at the center and ten at the ends.

The boom is very stiff and when being hoisted to the deck, although slung at the center, it did not "buckle" perceptibly, surely not more than six inches. The boom weighs less than two tons and is 2,000 pounds lighter than a wooden one of the same dimensions would be.

For baseball, racing entries and other sporting news, see pages 6 and 7.

NIGHT EDITION
DEFENDER HOME FIRST
Leads Vigilant Over Each
Leg of the Triangular
Course.

NEARLY 19 MINUTES AHEAD.

First Leg a Drift, Second a Fair
Run and the Last Mark Rounded
in a Heavy Squall.

OFFICIAL TIMES.

START.	H. M. S.
Defender.....	11 30 58
Vigilant.....	11 30 40
FIRST MARK.	H. M. S.
Defender.....	2 01 00
Vigilant.....	2 06 17
SECOND MARK.	H. M. S.
Defender.....	3 16 30
Vigilant.....	3 24 00
FINISH.	H. M. S.
Defender.....	4 10 08
Vigilant.....	4 28 53

(Special to The Evening World.)

HIGHLANDS OF NAVESINK, Aug. 20.—Defender finished first in the second cup trial race to-day, crossing the line off Scotland Lightship nearly nineteen minutes ahead of Vigilant, and leading by about two miles.

The times at the finish (unofficial) were as follows:

Defender.....	4 10 08
Vigilant.....	4 28 53

As Defender crossed the line a winner she was received with a salute of steam whistles from the assembled fleet. She hove around to the northward after rounding the lightship and started off in the direction of Sandy Hook.

Vigilant was two miles from the finish. The wind seemed to be gradually dying out and the Gould yacht was making very slow progress towards the line.

Most of the steam yachts started up to the Hook with Defender, but a few of them remained behind at the Lightship to see Vigilant cross the line.

Defender had lead throughout one of the most peculiar races ever sailed off Sandy Hook. She crossed the line only two seconds in advance, the wind being very light and shifting.

The first leg of the course, eight miles, was to the southeast, a broad reach. Shortly after the start, both yachts became becalmed and the cup trial became an absolute drifting match. Valkyrie, which had gone out under racing canvas, half a mile to leeward of the two American yachts, was holding a breeze which they did not feel and crept up until within half a mile of them, she too, fell into the doldrums and all three rolled and heaved on the swell, helpless as wrecks.

Then came a few puffs of the breeze, the first of the day, and the racers crawled to the first markboat, which Defender rounded five minutes and twenty seconds ahead.

Valkyrie had taken advantage of the breeze to gybe and headed back to the northeast, taking her interesting figure out of the marine picture.

It had been anticipated that the second leg of the course, bearing north by east half north, would be a beat to windward, but the shifting wind had got into the southward and made it exactly the reverse—a run down wind—both yachts breaking out spinnakers.

Near the second mark the wind again hauled, this time to a northerly quarter and a squall loomed up threateningly. In came balloon canvas and both sloops prepared for weather. They got it, too, in large chunks, for a thunderstorm, a gale of thirty miles velocity and torrents of rain made lively work of it at the eastern stakeboat.

Defender had again increased her lead and was seven minutes ahead at this mark.

It was less than an hour the storm disappeared and the wind began cutting up

SQUALL AT SECOND MARK.

Thunderstorm and Heavy Winds
Caused Shortened Sail.

(Special to The Evening World.)

FAR ROCKAWAY, Aug. 20.—Defender rounded the second mark of the triangular course, off here at 2:15.30, just after a squall and thunderstorm. Vigilant hauled in her sheets and were around at 2:22.30.

Sailing with Free Sheet.

At 2:45 the haze suddenly cleared up as the cloud passed away to the southward, showing Defender still forging ahead and outfooting Vigilant rapidly. The sloops were both sailing with a free sheet and seemed to get the wind directly astern. The lead was then shifted many points and the balloon canvas was taken in before the second markboat was reached.

Nothing could be seen of the yachts for several minutes before they neared the stakeboat. The wind was blowing a gale.

HIGHLANDS OF NAVESINK, Aug. 20.—At 3:20 the fog bank which followed the storm had rolled away sufficiently to show Defender coming in on the port tack. She had her club-top sail, mainsail, jib and staysail set.

She was just off the Sandy Hook Lightship, a little to the north. At 3:43 Vigilant had just hove in sight. She appeared to be about two and a half miles astern of Defender and her sailing outfit is the same. Defender has evidently increased her lead over a mile and a half since the yachts were last sighted.

At 3:50 the air had become hazy again and for a time the yachts were lost sight of. Then Defender reappeared and was within two miles of the Lightship.

She had a baby jib topsail up and heeled over at a considerable angle as she came up close hauled on the port tack.

At 3:56 Vigilant had just come up out of the fog again. She was fully two miles astern of Defender. The wind seemed to be holding fairly strong, though it had gone down ashore almost to a calm. The old cup defender was standing up well, and appeared to be still in the breeze as Defender.

Only a Mile to Go.

At 4:06 Defender is now within a mile of the finish. A big bottle of steam yachts headed by Vigilant sailing ahead of her to the Lightship. It would appear that she had beaten Vigilant fully ten minutes over the course.

At 4:08 as Defender approached the finish, her new big stick showed up splendidly. The breeze sent her over so far that two feet of her bronze keel, was seen glinting in the sunlight.

Vigilant's hull was still in the fog, but her tall sails were looming up plainly.

SECOND LEG A RUN.

Shifting Wind Changed the Conditions of That Part of the Course.

(Special to The Evening World.)

HIGHLANDS OF NAVESINK, N. J., Aug. 20.—Defender gybed around the first stake boat off Long Branch at 2:01.30.

Vigilant turned the mark at 2:06.40. A slight breeze had sprung up from the southeast and the yachts crept

slowly from the point where they had lain becalmed, Defender making best headway towards the mark in the light air.

She had caught the first puff of the shifting wind before Vigilant and increased her lead by the fluke.

They were compelled to haul close to the wind in order to make the mark, the direction having shifted to the southward.

The breeze was far from steady, coming in stray puffs, which favored first one, then the other, as they neared the turning point.

Defender led by a Mile.

As Defender stood away it was seen that she had a lead of at least a mile over Vigilant. Defender had beaten Vigilant over five minutes on the first leg of the course.

Neither of the yachts changed their sailing rig after making the turn, but went away on a broad reach to the second turning stake, with their big mainsails and balloon jibtopsails over to starboard.

At 2:15, with a twelve-knot wind dead east, both yachts were making good progress. Defender seemed to be footing faster than Vigilant and steadily increasing her lead.

Capital of Wind Promised.

A bank of dark, heavy looking clouds was forming in the northeast, which looked as if they might bring a capful of wind for the finish of the race.

After the sloops had fairly started on the second leg both broke out spinnakers to starboard.

The contrast of the immense clouds of canvas against the dark sky background made it look as if the racers were running right into a thunder shower.

As Defender sped on she seemed to be getting more and more ahead, but at 2:20 Defender had already disappeared in the haze and Vigilant's big sails were growing dim. Defender had increased her lead to nearly a mile and a half.

It was impossible to see either of the yachts after 2:30. It seemed to be raining six miles out at sea, although the sky was clear and blue overhead. The cloud bank overhung the whole of the eastern horizon and in the center was dense and black. Another cloud bank was looming up in the west at the same time, and the wind shifting around to the north, came in fresher.

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lying up in the wind, which had then gone down to about twelve miles an hour.

DEFENDER STARTED FIRST.

But Vigilant Was Only Two Seconds Behind Her.

(Special to The Evening World.)

HIGHLANDS OF NAVESINK, Aug. 20.—Defender crossed the line first in the second trial race with Vigilant, starting from Scotland Lightship.

The times of the yachts were: Defender..... 11:30:38 Vigilant..... 11:30:40

The course is a triangular one of eight miles to a leg.

Just as she crossed the line Vigilant broke out her balloon jib topsail. As the two sloops got clear of the fleet of tugs and yachts that hung around the stakeboat, it was seen that Defender led Vigilant by about two lengths.

Vigilant was the first to haul in her jib, and Defender quickly followed. For the first half mile the two racers seemed to be on very even terms, and as they came down the beach the distance between them did not change in the least.

Defender Increases Her Lead.

At 11:30 Defender seemed to gain slightly over Vigilant as the Highland Light was approached. The wind was blowing at about twelve knots and Defender moved easily through the smooth sea. There were no whitecaps visible and only a slight swell caused the big single-masted racers to rock quietly. Defender was then about four lengths ahead.

At 11:35 Defender had gained steadily since the yachts came into full view, and was evidently outfooting Vigilant in the full sail breeze which had sprung up.

Official time of start as telegraphed from Marine Station: Defender..... 11:30:38 Vigilant..... 11:30:40

At 11:40 the wind seemed to die down suddenly and then became puffy. The sails of both yachts began to flap and Vigilant's mainsail hung loosely. Then the breeze came steady, and they increased their headway again.

Valkyrie Keeps Them Company.

Valkyrie, which had come down within half a mile of the lightship, was skimming along easily in the light, puffy wind. She had her mainsail, jib, staysail and club-top sail set and seemed to be getting a little more breeze than the racers. At 11:45 she had left the lightship astern and seemed to be fast bearing down upon Defender and Vigilant. Observers on shore began to pay more attention to the Britisher than to the racing sloops.

Valkyrie Had All the Wind.

Valkyrie seemed to be getting all the wind she wanted. She was gradually creeping up on the racers. At 11:55 Valkyrie had come up to within two miles of Vigilant, which had cut down the lead Defender gained shortly after the start.

At 12 o'clock the breeze seemed to freshen slightly and it carried Defender ahead. Gradually she began to crawl away from Vigilant, but she walked away from the lead Defender gained shortly after the start.

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